

History of the 604th, 605th, 606th, 607th and 612th Transportation Amphibious Truck (TAT) Companies.

1952

It was activated on 7 January 1952 at Fort Story, VA along with the 604th, 605th, 606th, 607th TATs. They conducted cadre training with TATs of the 5th Transportation Truck Battalion through January and February. They were under the command of the 9224th TSU-TC Detachment III, which had been activated at Fort Story on 3 October 1951 with the mission to provide administrative overhead personnel for commanding all TC and Second Army units stationed at Fort Story. The 54th Transportation Truck Battalion reverted to a cadre training status. In March, the TAT Companies began a review of basic training subjects while waiting filler personnel. The 604th conducted individual technical training in preparation for upcoming summer operations SUNAC along the Arctic Circle. SUNAC was the first logistics-over-the-shore (LOTS) operation to support US Air Force detachments operating radar stations on the Defense Early Warning (DEW) Line within the Arctic Circle. It left 18 June and returned in August. These newly activated units had not received most of their minor items of equipment as of May. Effective 13 May 1952, the 99th and 285th Port Companies, 605th, 606th, 607th, and 612th TAT Companies were relieved from the command of Headquarters Company 9224th TSU-TC Detachment III and placed under the command of 54th Transportation Truck Battalion. In July, the 606th and 607th TAT Companies received their DUKWs and could begin accelerated Military Occupational Skill (MOS) training. The 605th and 612th TAT Companies only received four task vehicles for on-the-job training. The 606th and 607th TAT Companies began their 8-week basic training program for their soldiers on 3 November and 1 December respectively. The 604th conducted bivouac support for the TC School. On 5 December, the 54th Truck Battalion underwent reorganization.

1953

In March, the 612th TAT Company began its 8-week basic training program. On 23 April 1953 due to extreme shortage of personnel and impending operational commitments, the 169th, 461st, 489th and 604th TAT Companies were assigned to the 54th Truck Battalion from the 5th Transportation Battalion. The 5th Battalion was reduced to one officer and one enlisted man and attached to the 54th Battalion. The 54th Battalion participated in a cargo-handling problem 1 through 11 December in conjunction with the 117th and 349th Port Companies from Fort Eustis. DUKWs from the 54th Battalion were used for Navy operations training at Little Creek in support of wet embarkation and debarkation with LST and LSD, 9 and 12 December. Evidently, no Fort Story units went to SUNECS 53.

1954

In June 1954, 1 officer and 27 enlisted men from the 612th TAT Company formed a Barge Amphibious Resupply Cargo (BARC) platoon to train in BARC operations for participation in Off Shore Discharge Exercise (ODEX)-54 along the coast of Northern France in November. This resupply training exercise resulted from the fear that the Soviet Union, which had recently acquired the nuclear bomb, might deny the NATO countries use of the fixed deep water ports by

bombing them. Beginning with ODEX-54, the US Army rehearsed a Normandy style resupply operation. The BARC better known as Lighter Amphibious Resupply Cargo-60 ton (LARC-LX) was an experimental craft received in 1953. The companies of the 54th Battalion underwent joint OCT and Second Army inspection designed to inquire into the individual knowledge and training of their soldiers, conditions and availability of equipment, from 3 to 6 May. They earned an overall excellent rating. On 15 September, HHC, 5th Battalion was relieved from attachment to the 54th Battalion and the following companies were attached to it: 169th, 206th, 489th, 606th and 607th TAT Companies. The 5th Battalion with the 169th, 206th and 604th TAT Companies and 870th Port Company conducted US Army Reserve unit training from 18 July to 29 August. The 54th Battalion with the 870th Port Company and 604th and 612th TAT Companies supported ROTC training at Fort Story from 19 to 31 July. On 2 October, the 5th and 54th Battalions were reorganized with the following companies: 5th Battalion received the 169th, 206th, 489th, 606th and 607th TAT and 565th Terminal Service Companies. The 54th Battalion received the 461st, 604th, 605th and 612th TAT and 870th Terminal Service Companies. The 5th and 54th Battalions conducted LOTS 4 at Fort Story in November.

1955

The 605th TAT Company was relieved of responsibility for RSI training on 1 March and the responsibility went to the 461st TAT Company. 5th Battalion with the 605th TAT and 565th Terminal Service Companies (approximately 276 men) conducted a LOTs exercise, 11-16 April, for participation in SUNEK. Crews from the companies would link up with prepositioned equipment to conduct the LOTS operation. HHC, 5th and 54th Transportation Battalions were inactivated on 27 June, and HHD, 10th and 376th Transportation Battalions were activated and assigned to the 5th Terminal Command. The companies formerly under the 5th Battalion were assigned to the 10th Battalion and the companies of the 54th were assigned to the 376th Battalion. 10th Battalion, which included the 606th and 607th TAT Companies, with the 554th Heavy Boat Company (approximately 750 men) participated in LOTS exercise 4 to 9 June in preparation for SUNEK. One officer and 43 men from the 612th TAT company and the BARC 2X furnished support for the Combat Support Problem 19 at Fort Eustis, 10 to 30 June. On 18 June, the 606th and 607th TAT Companies departed Fort Eustis for Preparation for Overseas Movement (POM) in connection with Project 572. The 605th TAT Company and 554th Heavy Boat Platoon departed on 15 July for participation in SUNEK. The 461st, 604th, 612th TAT and 870th Terminal Service Companies supported ROTC training from 25 July to 3 August. The 10th Battalion with the 347th, 461st, 604th, 612th TAT and 870th Terminal Service Companies conducted summer training to include LOTS for the US Army Reserve units from 20 July to 27 August. LOTS 5 included the 376th Battalion and the 461st, 604th, 612th, 347th, 458th TAT and 870th Terminal Service Companies, from 7 to 13 September. On 23 December, the 607th TAT Company was inactivated. By December, the battalions reorganized. The 604th, 605th and 612th TAT Companies comprised the 376th Battalion. The 461st, 565th, 605th TAT and 870th Terminal Service Companies participated in LOTS B-6, 17 to 29 November. The 604th and 612th TAT Companies participated in Far Shore phase of the LOTS exercise, 28 to 30 November.

1956

The 605th TAT Company had surplus officers so it could operate as eight detachments in Project 572-W. The 612th TAT Company received Landing Vehicle Tracked (LVT) for a special organization for Project 572-W. Both units were brought up to the required strength with 90 men TDY from the 4th Transportation Terminal Command. From April to May, the 605th and 612th TAT Companies conducted Preparation for Overseas Movement (POM) for SUNEK and Project 572-W. Fort Story conducted LOTS 8, 9 to 14 April for SUNEK and LOTS 9, 25 May to 4 June, for Project 572-W and LOTS 10, 6 to 15 June, for Project 572-E. The 612th TAT Company completed LVT training for Project 572-W on 24 May. On 8 May, 612th three men of the 612th drowned in an accident when a LVT swamped in high surf off the beach at Fort Story. The 605th TAT Company completed its SUNEK training on 7 April. Seventy-six of its men would participate in Project 572-W and 1 officer and 20 men would participate in Operation SUNEK. The 605th also supported USAR training 10 through 22 June. On 27 November, Landing Retriever, X-1, and J Boat with operating personnel transferred to the 606th Transportation (Heavy Boat) Company.

1957

The 376th Transportation Battalion was inactivated and the 347th, 605th, 611th and 612th TAT Companies were attached to the 14th Transportation Battalion on 25 March. The 612th began training with 24 LVTs for Project 572. The 14th Battalion assumed responsibility for support of USAR training at Fort Story, 22-26 July. 5th Transportation Terminal Command received instructions to conduct basic military tactical training. The 14th Battalion was the first to complete this training at Fort A. P. Hill. The 612th TAT Company completed operation Puddle Jump in September. This was an exercise to support combat assault river crossings at Fort Belvoir, 11 to 18 September. The 5th Transportation Terminal Command "B", to which the 14th Battalion was assigned, was deactivated and its personnel were transferred to reorganize the 4th Transportation Terminal Command "C". The 605th TAT Company of the 10th Battalion inactivated on 6 December. The 612th TAT Companies of the 14th Battalion inactivated on 6 December. The 604th TAT Companies of the 14th Battalion inactivated on 15 December.